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STEAM FOR
SINGAPORE, PENANG, COLOMBO
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*(Taking Cargo at through rates to CAL-
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The Co.'s Steamship
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Capt. G. KAPNER, will be
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TUESDAY, the 28th Instant, at Noon.

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The Steamship Company,
 Captain TAYLOR, will be
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 This Steamer has superior Accommoda-
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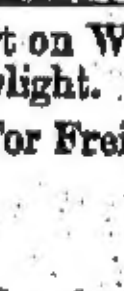
FOR BATAVIA, SAMARANG,
 SOURABAYA, VIA SAIGON—
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The Co.'s Steamship
 Captain HARE, will be
 despatched as above on
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FOR MANILA VIA AMOY.

ONEY, MELBOURNE
AIDE. VIA FO

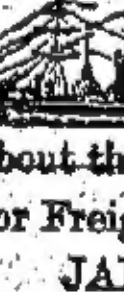
(Calling at PORT DARWIN & QUEENSLAND PORTS, and taking through Cargo to NEW ZEALAND, NEW CALEDONIA, TASMANIA and FIJI.)

 The Steamship
Guthrie,
Captain CRAIG, will be
despatched for the above
Port on WEDNESDAY, the 29th Inst., at
Daylight.

For Freight or Passage, apply to
RUSSELL & Co.
Agents.
Hongkong, October 20, 1884. 1773

FOR SHANGHAI.

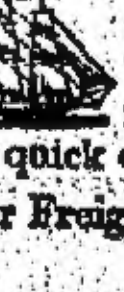
(Taking Cargo & Passengers at through rates for CHEEFOO, TIENTSIN, NEW CHWANG, HANKOW and Ports on the YANGTSE.)

 The Steamship
Glenfruin,
Captain NORMAN, will be
despatched as above, on
or about the 29th Instant.

For Freight or Passage, apply to
JARDINE, MATHERSON & Co.
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Sailing Vessels.

FOR NEW YORK.

 The S/S L.L.I. American Ship
Wandering Jay,
TALPES, Master, will load here
for the above Port, and will
have quick despatch.


For Freight, apply to
RUSSELL & Co.
Hongkong, October 25, 1884. 1805

FOR NEW YORK.

 The S/S L.L.I. American Ship
Emily Reed,
SHARLEN, Master, will load here
for the above Port, and will
have quick despatch.

For Freight, apply to
RUSSELL & Co.
Hongkong, October 10, 1884. 1722

FOR NEW YORK.

 The S/S L.L.I. American Ship
Mary Ann,
VIZIEN, Master, will load here
for the above Port, and will
have quick despatch.

For Freight, apply to
RUSSELL & Co.
Hongkong, September 18, 1884. 1833

NOW PUBLISHED.

**BUDDHISM: ITS HISTORICAL,
THEORETICAL AND POPULAR
ASPECTS,**

BY
BERNARD J. EITEL, Ph.D., TORONTO.

THIRD EDITION.

REVISED, WITH ADDITIONS.

Price, \$1.50.

LANE, CRAWFORD & Co.
Hongkong, August 20, 1884. 1389

At the commencement of April, M. Aymonier, starting from Kora, traversed the mountains and forests of Duong-Phe-You, and reached Sava Beuve, on the Mekong. Then, after having descended this river as far as Ayuthia, the ancient Siamese capital, he ascended the Mekong in order to reach the region of Phit-Sanulok and neighboring provinces, the cradle of Siamese power. He then returned down the river to Bangkok, where he arrived at the end of June, and took advantage of his stay in the Siamese capital to complete his studies on the Kingdom of Siam.

M. Aymonier is at present engaged in arranging his notes on Southern Laos and the country drained by the Grand river of Cambodia for publication in a (certain number of *Revue de Géographie*).

It is rumored that upon application for peace measures from the North, M. Forry has telegraphed to Li Ching-fang that the question of an indemnity will be waived only on condition that the Customs of Tamsui should be given over to France for twenty years; that the same proposal, that France should erect railways in China for fifty years, after which period they will turn them over to the Chinese government's exclusive use.—*Shanghai Courier*.

The following vessels arrived at New-chang between the 26th and 27th October: C. Roberts, Adolph, Rosina, Sun K'oa, Felling, Chiao, Kwang, Ching, Bella, Peckit, Emily, Medoa, Hyacinth, Carl Ritter, Helena, Hermann and Olympia. The following left: Polyphonia, Frolich, W. Hammer, Agnes Muir, Rosina and Chiao, leaving in port on the 11th, Friedrich, Charles, Ezer, Fowling, Eden, Gustav, Star, O. Roberts, Adolph, Sun K'oa, Felling, Chiao, Kwang, Ching, Bella, Peckit, Emily, Medoa, Hyacinth, Carl Ritter, Helena, Hermann and Olympia.

Hundreds of junks, laden with soldiers intended for Foochow and Ningpo, are leaving Hankow. These for the former place are taken up the Poyang Lake and then they are to march overland to their destination. Only recently, the authorities at Kinkiang requisitioned two hundred boats to take the soldiers up the Lake. The recruits are represented as a lawless set, and commit depredations at all the places where they stop, they may down the river. Just before the Kinkiang left Kinkiang, a report had reached that place from Wushih of serious outrages committed by these soldiers.—*N. O. D. News*.

The following notification was issued by the British Consul at Amoy on the 23rd instant:

The following instructions for the guidance of Masters of British vessels at Amoy, with Formosa having been approved by His Excellency the Naval Commander in Chief are published for general information:—

The French Commander in Chief having issued a blockade of the Formosa Ports by the "Hou" under Admiral Duroy, the following is issued subject to any Regulations which may be made by the French Naval Authorities in Formosa:—

"The vessel should stop when near any French war ship blockading the Port and submit to a search without protest."

If the French Authorities object to the vessel communicating with the Port she must retire at once.

The following proclamation has been posted in the Chinese Camps. It was issued by H.E. Chan Tang-seng, Generalissimo of Wosung, and the outer defenses of the Yangtze.

"Decapitation for cowardice."

"Decapitation for giving information on military matters."

"Decapitation for spreading rumours thereby frightening others."

"Decapitation for stealing and then running away."

"Decapitation for forming secret societies."

"Decapitation for committing outrages on women."

"Decapitation for robbing the inhabitants."

"Corporal punishment for insubordination."

"Corporal punishment for larceny in drink."

"Corporal punishment for stolidity in obeying orders."

"Corporal punishment for absence from roll."

"Corporal punishment for remissness in reporting at the time set for such purpose."

"Corporal punishment for being drunk and creating disturbances."

"Corporal punishment for absence without leave."

"Corporal punishment for gambling."

Ms Sims Reeves, the London vocalist, has been interviewed regarding his opinions on the opera problem. With one exception, his views are carefully pessimistic. Italian opera, he declares, is dying out, and in this he confirms the statement of all observers, which is further corroborated by the fact that past year London will have no regular season, but possibly performance from a "scratch" company. German opera, he believes, is not likely to replace Italian opera. In Germany it has entirely replaced London's only. His statement about German opera is only a prophecy, but, as experience shows, it is never safe to distrust a prophecy. Wagner's music, he says, does more harm to the voice in two years than other music in ten years; an opinion which is contradicted by Mme. Lucie, who is not an admirer of Wagner, but declares that all this talk about his music being "killing" is "mere talk." Without Italian and German works the opera stage of the future will be a bad way. France is the only country that has supplied the world with opera, and Mr. Reeves must therefore be looking to Offenbach and Gounod for entertainment in coming seasons. But this is not all. Not only are all the Italian and German composers of the past, miserable failures in London, but the whole is even worse off for vocalists than for opera. But once upon time there was a great tenor. He was called "The name is Sims Reeves."

Vessels up to 1,600 tons will be accommodated on the ship now partly completed at Hogo. The work will be finished by next spring ready for use.

A NAVAL COURT was commenced at eleven o'clock on the 24th October at the British Consulate, Amoy, to enquire into the loss of the British three-masted schooner *Bela* on the Coast of Formosa on the 19th September last.

The rapidity with which the French and German are taking up positions on the west coast of Africa is one of the most striking incidents in European politics. What these stations will amount to is not yet known, but it is seen, but probably not much at present. German emigrants will not go to them as long as there is room in America, and there are no French emigrants to go anywhere. Enough's explanation of this colonizing activity is plausible enough, that Bismarck's strategy is in order to direct the attention of France and England from the European continent which he governs himself. One thing is, however, certain, that the next twenty years will probably see Africa at last opened up to railroads and steamers, and it will probably be found that it has, as a field for emigration, been greatly underrated and the climate much altered. There is no harder or more vigorous race of men on earth than the Dutch Boers, after two centuries of life in the country.—*New York Times*.

THE FORTHCOMING REGATTA.

The season of athletic exercise having once more come round, there are vigorous signs everywhere of the season's invigorating influence. Cricket and lawn tennis are already in full swing, and in a few days the boating fraternity in the Colony will also be hard at work for next meeting. Already some of the more enthusiastic paddlers have started on their muscle-forming operations.

Within the next few days their number should be largely augmented, but by old stagers and fresh blood. Like everything else boating may suffer from the effects of the exceptionally hard times which the commercial world here has experienced during the past twelve months, for it may affect the number of cups, though not, we hope, to any appreciable extent. In the meantime, however, timely arrangements for the forthcoming meeting are being carefully made by the Committee. It has been fixed that the Regatta will this year be held on Friday and Saturday, the 12th and 13th of December. And though this year the arrangements will be less pretentious than they were last year—there will be no magnificent flagships and no sumptuous tilth provided for the community at large—the sport, in all probability, will be as genuine and as much enjoyed. According to the new rules of the Club, not more than \$500 must be devoted to the Regatta. This year, therefore, the lighters, with masts, will again be requisitioned as headquarters, and the invitations thereto will be by ticket, as before.

As regards the races themselves, the Ladies Purse will this year be awarded to the winners of a race for pair oars (no race unless there are four entries). There will also be a new race for double sculls. Two new beautiful double sculling boats have arrived. They have been tried and found in every way eminently satisfactory. Two more, identical with the other two, are expected to arrive immediately. There is a proposition on foot to make the Members' Cup an open race instead of a consolation race as hitherto.

This race has, in former years, generally fallen to the second crew in the Chairman's Cup, and it is thought that if it is made an open race, there will be more sport. Owing to the hard times there will probably be no presentation cups this year; perhaps, however, rowers may be agreeably disappointed in this. The Chairman (the Hon. T. Jackson), has again generously promised to give his cup as usual; and we understand that Mr. W. H. Forbes is exerting himself to raise the "American Cup," while Mr. G. D. Boulton is similarly exerting himself to raise the German Cup. The raising of the "Brokers' Cup," too, is in very safe hands.

With regard to the International Race, which probably attracts more notice from the public than any other, we may mention that the same crew which carried off the honors for Scotia last year, will again represent her this year. They are a strong crew, and it will take "heavy" men to beat them; if they are in the same "fettle" when the race comes off as they were last year. Their names are—Dow, Mr. T. Glass, 11st; No. 2, Mr. R. Goodlad, 10st 11lb; No. 3, Mr. J. H. Stewart, 10st 12lb; No. 4, Mr. G. Stewart, 10st 10lb.

The English have no end of fresh blood this year, and with the "strong" men who have done battle for them in former days and who are still able for the fray, they should be able to bring forth a powerful crew. Where are the sons of Bithuria! One would think, from the mighty deeds of valor performed by many of them in the cricket field that they might raise a crew of boating men from among them worthy to uphold the honors of their country's flag. Perhaps this year, we may have to welcome them as competitors, if not as the victors. Let us hope so. Nothing is definitely known as to the Germans, but it is almost certain that they will, as of yore, send out a sturdy crew capable of making a stubborn fight.

Everything at present looks as if the meeting will be as good as assured. A score of rowers have already intimated their intention of competing, and the next few days will be sure to see the list materially increased.

A general meeting of the members of the Club is announced for Tuesday, the 4th proximo, to select strokes and crews for the Chairman's and American Cups, the entries for which close next Tuesday, at 5 p.m.

TYPHOON.

The Spanish Consul here has received the following telegram from the Secretariat of the Government at Manila:—

MARILLA, Oct. 26th. The Observatory announces that cyclone is raging to the S.E. of Luzon. Its centre is between 12° and 13° latitude; its direction seems to be from S.E. to W.N.W.

LATER. The Observatory states that the typhoon announced this morning (S. E. W. of Manila) has not yet changed its direction, and continues to proceed from S.E. to W.N.W.

Three men, who were committed from the Police Court to the Criminal Sessions on a charge of being in possession of pirated goods, were this morning discharged, the Attorney General having entered a *nolle prosequi* against them.

Wong Chung Loung and Ko Tin Kwei, the two men who were convicted of being concerned in a highway robbery, on the road from Wong Nei Chung and Taitan; were first sentenced.

Before sentence was pronounced, Dr. Ayres said he saw the prisoners when taken into goal. They both appeared to have been severely beaten, and he was greatly distressed by what he saw. He was only severely beaten. One was fifteen and the other twenty-one days in hospital.

His Lordship told the prisoners they had been convicted of a very serious offence, and that of robbery with intent with offensive weapons. That sort of crime could not be allowed to go unpunished; it must be punished severely, in order that it may be put a stop to. The punishment he could give them would be penal servitude for life with three whippings of fifty lashes each; but he took into consideration the fact that they were beaten, and were for some time in hospital in consequence, and instead of giving them the extreme sentence he was empowered to give, he would sentence each of them to five years' penal servitude, and to receive privately, whilst in prison, twenty-five strokes on the breech with a rattan.

Lee Aze and Sz Amuk, two men who were concerned in a robbery of a native doctor's shop, were sentenced to three years' penal servitude, and to receive twenty-five strokes on the breech with a rattan.

Chung Fat, who fired off a revolver among a crowd of men at Shau-ki-wan, wounding one man, was sentenced to three years' hard labour. His Lordship said the firing of a pistol into a crowd was not justified unless in defence of one's life.

This concluded the business of the Sessions.

Police Intelligence. (Before A. G. Wier, Esq.) Monday, Oct. 27.

ALLEGED BREACH OF QUARANTINE REGULATIONS. Albert Cross, master of the S.S. *Edwin*, appeared on remand upon a summons charging him with unlawfully neglecting to give the boarding officers the required information about his vessel on the 30th September.

Charles Hadder, P.O. 92, stated that on September 30th, at 6.30 a.m. the steamer *Edwin* arrived from Shanghai, and witness had orders to board her outside the harbour. He hailed the captain to stop and blew his whistle four times and kept his quarantine flag flying. No notice was taken by the captain of the steamer. On his way to the ship, witness saw a small boat with a man on board, who was put to sea, and the *Edwin* was not put in at anchor, but went on to the wharf, and for at one time they were so close together that it seemed almost impossible to miss, if they were aimed at.

In spite of this warning two large junks were standing out across the Bar when the *Edwin* was about to start. Witness was making for the Port from seaward, but there is no doubt they would all be turned back by the cruiser. This will be exciting if not cheerful work for both French and Chinese if it goes on during the night, and will give the *Edwin* a most anxious time.

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block our river by sinking junks loaded with stones at Wosung; will be a task only fit for the Danaians; and it is worse, as regards to those who feared the worst results from the accidental foundering of some of the junks, that the Chinese soldiers were sent to goal.

(Before E. Madcan, Esq.)

Loi Asow, P.O. 338, was charged with stealing a cotton singlet, the property of P.O. 71, in or about the month of December 1883. Several other charges of larceny were preferred against defendant a few days since, and he was now committed for trial at the next Sessions of the Supreme Court.

Three men, who were committed from the Police Court to the Criminal Sessions on a charge of being in possession of pirated goods, were this morning discharged, the Attorney General having entered a *nolle prosequi* against them.

Wong Chung Loung and Ko Tin Kwei, the two men who were convicted of being concerned in a highway robbery, on the road from Wong Nei Chung and Taitan; were first sentenced.

Before sentence was pronounced, Dr. Ayres said he saw the prisoners when taken into goal. They both appeared to have been severely beaten, and he was greatly distressed by what he saw. He was only severely beaten. One was fifteen and the other twenty-one days in hospital.

His Lordship told the prisoners they had been convicted of a very serious offence, and that of robbery with intent with offensive weapons. That sort of crime could not be allowed to go unpunished; it must be punished severely, in order that it may be put a stop to. The punishment he could give them would be penal servitude for life with three whippings of fifty lashes each; but he took into consideration the fact that they were beaten, and were for some time in hospital in consequence, and instead of giving them the extreme sentence he was empowered to give, he would sentence each of them to five years' penal servitude, and to receive privately, whilst in prison, twenty-five strokes on the breech with a rattan.

Lee Aze and Sz Amuk, two men who were concerned in a robbery of a native doctor's shop, were sentenced to three years' penal servitude, and to receive twenty-five strokes on the breech with a rattan.

Chung Fat, who fired off a revolver among a crowd of men at Shau-ki-wan, wounding one man, was sentenced to three years' hard labour. His Lordship said the firing of a pistol into a crowd was not justified unless in defence of one's life.

This concluded the business of the Sessions.

Police Intelligence. (Before A. G. Wier, Esq.) Monday, Oct. 27.

ALLEGED BREACH OF QUARANTINE REGULATIONS. Albert Cross, master of the S.S. *Edwin*, appeared on remand upon a summons charging him with unlawfully neglecting to give the boarding officers the required information about his vessel on the 30th September.

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Charles Hadder, P.O. 92, stated that on September 30th, at 6.30 a.m. the steamer *Edwin*

Mails.

U. S. MAIL LINE.
PACIFIC MAIL STEAMSHIP
COMPANY.

THROUGH TO NEW YORK, VIA
OVERLAND RAILWAYS, AND TOUCHING
AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship CITY OF
TOKYO will be despatched for San
Francisco, via Yokohama, on TUESDAY, the
28th Instant, at 3 p.m., taking Passengers
and Freight for Japan, the United States,
and Europe.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan
Ports, to San Francisco, to Atlantic and
Inland Cities of the United States, via Over-
land Railways, to Havana, Trinidad, and
Demerara, and to ports in Mexico, Central
and South America, by the Company's and
connecting Steamers.

Through Passage Tickets granted to
England, France, and Germany by all
trans-Atlantic lines of Steamers.

Return Passengers—Passengers, who
have paid full fare, re-embarking at San
Francisco for China or Japan (or vice versa)
within six months, will be allowed a discount
of 20% from Return Fare; if re-embarking
within one year, an allowance of 10% will
be made from Return Fare. Pre-Paid Re-
turn Passage Orders, available for one year,
will be issued at a discount of 25% from
Return Fare. These allowances do not apply
to through fares from China and Japan to
Europe.

Freight will be received on board until 4
p.m. on the 27th Oct. Parcel Postages
will be received at the office until 5 p.m.,
same day; all Parcel Postages should be
marked to address in full; value of same
is required.

Consular Invoices to accompany Cargo
destined to ports beyond San Francisco
should be sent to the Company's Office in
Suez, Envoies addressed to the Collector
of Customs at San Francisco.

For further information as to Passage
and Freight, apply to the Agency of the
Company, No. 50A, Queen's Road Central,
HONGKONG.

F. E. FOSTER,
Agent.

Hongkong, October 14, 1884. 1742

Mails.

STEAM FOR
SINGAPORE, PENANG, COLOMBO,
ADEN, SUEZ, PORT SAID,
MALTA, GIBRALTAR,
BRINDISI, TRIESTE, VENICE,
AND LONDON.

ALSO,
BOMBAY, MADRAS, CALCUTTA, AND
AUSTRALIA.

N.B.—Cargo can be taken on through Bills
of Lading for BATAVIA, PERHIA,
GULF PORTS, SINGAPORE,
TRIESTE, HAMBURG, NEW YORK
AND BOSTON.

THE PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY'S Steamship
ANCONA, Captain R. M. MURRAY, with
Her Majesty's Mail, will be despatched
from this for LONDON direct, via SUEZ
CANAL and usual Ports of Call, on
TUESDAY, 28th October, at 4 p.m.

Cargo will be received on board until
10 a.m. on the day of sailing.
Passengers and Special (Gold) at the Office
until 10 a.m. on the day of sailing.

For further Particulars, regarding
FREIGHT and PASSAGE, apply to the
PENINSULAR AND ORIENTAL STEAM NAVI-
GATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are
required to be declared prior to shipment.
Shippers are particularly requested to
note the terms and conditions of the Com-
pany's Black Bills of Lading.

Passengers desirous of insuring their bag-
gage can do so on application at the Com-
pany's Office.

N.B.—This Steamer takes Cargo and Pas-
sengers for MARSHALLS.

A. McIVER, Superintendent.

Hongkong, October 18, 1884. 1760

Occidental & Oriental Steam-
Ship Company.

TAKING CARGO AND PASSENGERS
TO JAPAN, THE UNITED
STATES, MEXICO, CENTRAL AND
SOUTH AMERICA, AND EUROPE.

THE OVERLAND RAILWAYS,
AND
ATLANTIC & OTHER CONNECTING
STEAMERS.

THE Steamship SAN PABLO will be
despatched for San Francisco, via
Yokohama, on SATURDAY, the 28th
November, at 5 p.m.

Connection being made at Yokohama,
with Steamers from Shanghai and Japan
ports.

All Parcel Postages should be marked to
address in full, and same will be received
at the Company's Office, until 5 p.m. the
day previous to sailing.

Return Passengers—Passengers, who
have paid full fare, re-embarking at San
Francisco for China or Japan (or vice versa)
within six months, will be allowed a discount
of 20% from Return Fare; if re-embarking
within one year, an allowance of 10% will
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turn Passage Orders, available for one year,
will be issued at a discount of 25% from
Return Fare. These allowances do not apply
to through fares from China and Japan to
Europe.

Consular Invoices to accompany Cargo
destined to ports beyond San Francisco
should be sent to the Company's Office
addressed to the Collector of Customs, San
Francisco.

For further information as to Freight
or Passage, apply to the Agency of the
Company, No. 50A, Queen's Road Central,
HONGKONG.

R. E. FOSTER,
Agent.

Hongkong, October 23, 1884. 1789

Mails.

NOTICE.
COMPAGNIE DES MESSAGERIES
MARITIMES.

PAQUEBOTS POSTE FRANÇAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, PONDICHERRY,
MADRAS, CALCUTTA, ADEN, SUEZ,
PORT SAID.

MEDITERRANEAN AND BLACK
SEA PORTS,
NAPLES, MARSEILLES, AND PORTS
OF BRAZIL, AND LA PLATA;
ALSO
BORDEAUX, LE HAVRE, DUNKIRK,
LONDON AND ANTWERP.

ON TUESDAY, the 4th November,
1884, at Noon, the Company's S. S.
SAGHATEL, Commandant HONORÉ,
with MAILS, PASSENGERS, SPECIE,
and CARGO, will leave this Port for the
above places.

Cargo and Spoils will be registered for
London as well as for Marseilles, and ac-
cepted in transit through Marseilles for the
principal places of Europe.

Shipping Orders will be granted until
Noon on the 3rd November.

Cargo will be received on board until 4
p.m., Specie and Parcels until 3 p.m. on
the 3rd November. (Parcels are not to be
sent on board; they must be left at the
Agent's Office.)

Contents and value of Packages are re-
quired.

For further particulars, apply at the
Company's Office.

U. DE CHAMPEAUX,
Agent.

Hongkong, October 23, 1884. 1787

Insurance.

THE LONDON ASSURANCE
INCORPORATED BY ROYAL CHARTER OF
His Majesty King George the First,
A. D. 1720.

THE Undersigned having been appointed
Agents for the above Corporation are
prepared to grant Insurances as follows:—

Marine Department.
Policies at current rates, payable either
here, in London, or at the principal Ports
of India, China and Australia.

Fire Department.
Policies issued for long or short periods at
current rates.

Life Department.
Policies issued for sums not exceeding
£5,000 at reduced rates.

HOLLIDAY, WISE & Co.
HONGKONG, July 25, 1872. 496

NORTH BRITISH & MERCANTILE
INSURANCE COMPANY.

THE Undersigned, Agents of the above
Company, are authorized to insure
against FIRE at Current Rates.

GILMAN & Co.
HONGKONG, January 1, 1882. 14

THE STRAITS INSURANCE COM-
PANY, LIMITED.

THE Undersigned having been appointed
Agents for the above Company are
prepared to GRANT POLICIES on MARINE
RISKS to all parts of the World, at current
rates.

ARNHOLD, KARBURG & Co.
HONGKONG, November 5, 1883. 855

NOTICE.
QUEEN FIRE INSURANCE COM-
PANY.

THE Undersigned are prepared to accept
Risks on First Class Goods at 1
per cent. net premium per annum.

NORTON & Co., Agents.
HONGKONG, May 19, 1881. 938

LANCASHIRE INSURANCE
COMPANY.
(FIRE AND LIFE.)
CAPITAL—Two Millions Sterling.

THE Undersigned are prepared to grant
Policies against the Risk of FIRE on
Buildings or on Goods stored therein, on
Goods on board Vessels and on Hulls of
Vessels in Harbour, at the usual Terms
and Conditions.

Proposals for Life Assurances will be re-
ceived, and transmitted to the Directors
for their decision.
If required, protection will be granted on
first class Lives up to £1000 on a Single
Life.

For Rates of Premiums, forms of pro-
posals or for any other information, apply to
ARNHOLD, KARBURG & Co.,
Agents, Hongkong & Canton.

Hongkong, January 4, 1867. 100

Intimations.

D. K. GRIFFITH & Co.
MANUFACTURERS OF THE LONDON
PATENT WATER.

Have Removed from the BRIDGEFIELD
ARCADE to larger Premises
1, DUDELL STREET.

Where they continue to Supply:
SODA WATER, LEMONADE,
TONIC, GINGERBREAD,
SARSAPARILLA, RASPBERRYADE,
&c., &c., &c.

At the same Moderate Charges.
D. K. GRIFFITH,
Proprietor.

Hongkong, July 25, 1884. 1246

DRY DOCK AND PATENT SLIP,
NAGASAKI.

THE Undersigned have been appointed
AGENTS FOR THE IMPERIAL GOV-
VERNMENT DOCK AND PATENT
SLIP, at Nagasaki, and are prepared to
supply Tenders for the DOCKING, UNDOCKING,
PAINTING, &c., of Vessels. The Dockyard
works in connection with the Dockyard are
under the direction of experienced EN-
GINEERS and possess all the necessary appli-
ances for REPAIRS TO SHIPS AND MACHINERY.

HOLME, RINGER & Co.
Nagasaki, March, 1884. 646

WILLIAM DOLAN,
SAIL-MAKER & SHIP-CHANDLER,
22, PRAYA CENTRAL.

COTTON DUCKS, HEMP CANVAS,
MANILA ROPE, AMERICAN
OAKUM, LIFE BOOYS,
CORK JACKETS,
&c., &c., &c.

Hongkong, May 1, 1882. 256

The Overland China Mail.

SUBSCRIBERS TO The Overland China
Mail will be glad to learn that arrange-
ments have been made for publishing this
journal weekly in future instead of fort-
nightly as at present.

This change, which will be permanent,
has been made simply to keep pace with
the times. During the existing troubles in
the Far East it is also of special importance
that a weekly journal of China news should
be prepared. Under the present arrange-
ments political and commercial news, per-
haps of the greatest interest, may be kept
back for a fortnight. The change will not
only be welcomed by subscribers at home,
but also by the readers of China news in
the interior, who find the Overland a more
convenient form of newspaper for their
personal than the daily journals. Practically
the Overland will be in future a weekly
newspaper for the Far East, with special
commercial news, and articles of inter-
esting and other information, complete for
the week. The various reports and other
news will be given fully as they appear in
the China Mail.

As the subscription will remain the same
as hitherto (£8 per annum), the change
will be made without additional expense to
subscribers. Single copies will be sold for
thirty cents, a reduction of 50 cents on the
present price.

The attention of advertisers is directed
to a weekly newspaper, which is circulated
amongst the Chinese "hands" and others,
both at home and in the Far East, who do not
take the daily journals.

The next Overland will be published for
the FRENCH MAIL.

The Overland China Mail will be regularly
posted as hitherto from the China Mail
Office to subscribers, on their addresses
being forwarded to us.

China Mail Office,
Hongkong, October 17, 1884.

THE CHINESE MAIL.

THIS paper is now issued every day
The subscription is fixed at Four
Dollars per annum delivered in Hong-
kong, or Ten Dollars Forty Cents in-
cluding postage to Coast ports.

It is the first Chinese Newspaper ever
issued under purely native direction. The
chief support of the paper is of course
derived from the native community,
amongst whom also are to be found the
greatest and most successful business men
of the colony.

The proprietors, being well established
upon the most reliable information from
the various Ports in China and Japan,
from Australia, California, Singapore, Pe-
nang, Saigon, and other places frequented
by the Chinese, consider themselves justified
in guaranteeing a large and ever-increasing
circulation. The advantages offered to
subscribers are therefore unusually great, and
the foreign community generally will find
it to their interest to avail themselves of
them.

The field open to a paper of this descrip-
tion—conducted by native efforts, but
progressive and anti-obstructive in tone—
is almost limitless. It is on the one hand
commanded by Chinese belief and interest,
while on the other it deserves every aid
that can be given to it by foreigners.
Like English journals it contains Editorials,
with Local, Shipping, and Commercial
News and Advertisements.

Subscription orders for the above may be
sent to
GEO. MURRAY BAIN,
China Mail Office.

Neither the Captain, the Agents, nor
Owners will be Responsible for
any Debt contracted by the Officers or
Crew of the following Vessels, during
their stay in Hongkong Harbour:—

ALMA, American 3-m. schooner, Capt.
E. G. Lapham, Birley, Dalrymple & Co.
Saghalien, Birley, Dalrymple & Co.
Carmichael, American barque, Capt. John
P. Wessels, Melchers & Co.

JOHN C. MURDO, British barque, Capt.
Wm. Summers, Arncliffe, Bell & Co.
Madras, British steamer, Capt. H. Plenge,
Stevens & Co.

MARIE, German ship, Capt. Warnken,
Melchers & Co.
MOUNT LEBANON, British steamer, Capt.
D. Maxwell, Borneo Company, Limited.

MOUNT LEBANON, British barquentine,
Captain Nelson, Chinese.

SARAH HUNTER, American ship, Capt. J.
Bass, Arncliffe, Karberg & Co.

SEA RIFLE, British 3-masted schooner,
Capt. Alfred Rickers, Stevens & Co.

UNDAUNTER, American ship, Capt. Jas.
P. Hamilton, Order.

WARRINGHAM, American ship, Capt.
Henry Talpy, Arncliffe, Karberg & Co.

WILLIAM HEMMEL, Ger. barque, Capt.
W. Holz, Stevens & Co.

Merchant Vessels in Hongkong Harbour.

Vessel's Name	Flag	Reg.	Tons	Date of Arrival	Consignees or Agents	Destination	Remarks
Steamers							
Alvino	Ger.	str.	400	Oct. 26	Wielor & Co.	London, &c.	To-morrow
Ancona	Brit.	str.	3081	Oct. 26	P. & O. S. N. Co.	London, &c.	To-morrow
Blackhead	Brit.	str.	438	Sept. 16	Blackhead & Co.	London, &c.	To-morrow
City of Tokio	Amer.	str.	1739	Oct. 11	M. S. S. Co.	San Francisco, &c.	To-morrow
O. T. Hook	Brit.	str.	102	Oct. 25	Siemens & Co.	Saigon	To-morrow
Diana	Brit.	str.	614	Oct. 16	Russell & Co.	Saigon	To-morrow
Dora Tolly	Brit.	str.	1209	Aug. 18	Arnhold, Karberg & Co.	Yokohama	To-morrow
Douglas	Brit.	str.	382	Oct. 25	Douglas Steamship Co.	Canton	To-morrow
Dubarry	Ger.	str.	1007	Oct. 27	Ban Hin Chan	Saigon	To-morrow
Emerald	Brit.	str.	368	Oct. 28	Russell & Co.	Amoy & Manila	To-day
Ene	Brit.	str.	182	Oct. 28	Russell & Co.	Amoy & Manila	To-day
Estrella	Span.	str.	117	Oct. 28	Ramondio & Co.	Amoy & Manila	To-day
Falco	Brit.	str.	117	Oct. 28	H. K. & W'poo Dock Co.	Amoy & Manila	To-day
Fushun	Ger.	str.	352	Oct. 27	Wielor & Co.	Amoy & Manila	To-day
Geelong	Amer.	str.	1504	Oct. 27	Russell & Co.	Shanghai	To-day
Guthrie	Brit.	str.	1130	Oct. 27	P. & O. S. N. Co.	Shanghai, &c.	To-day
Haban	Brit.	str.	1494	Oct. 28	Russell & Co.	Sydney, &c.	To-morrow
Heaton	Brit.	str.	281	Nov. 28	H. K. & G. M. S. boat Co.	Sydney, &c.	To-morrow
Lorne	Brit.	str.	1411	Sept. 28	Panstan & Co.	Sydney, &c.	To-morrow
Madras	Brit.	str.	1334	Oct. 28	Butterfield & Swire	Amoy & Shanghai	To-morrow
Medusa	Brit.	str.	1097	Oct. 28	Tung Kee & Co.	Saigon	To-day
Menahel	Brit.	str.	1097	Oct. 28	Siemens & Co.	Saigon	To-day
Monny	A-Hum str.	1276	Oct. 27	Melchers & Co.	Bombay, &c.	To-morrow	
Monte Lohani	Fch. str.	1276	Oct. 27	Messageries Maritimes	Yokohama	To-morrow	
Olympia	Brit.	str.	1427	Oct. 27	Adams, Bell & Co.	Yokohama	To-morrow
Peking	Brit.	str.	1555	Oct. 27	Borneo Co., Limited.	Honolulu	To-day
Phu Chua Chon Kiao	Ger.	str.	783	Oct. 27	Siemens & Co.	Honolulu	To-day
Rennus	Brit.	str.	1854	Oct. 27	Siemens & Co.	Honolulu	To-day
Rory	Span.	str.	632	Oct. 21	Yuen Fat Hong	Shanghai	To-day
Saba	Brit.	str.	1262	Oct. 21	Dun, Melby & Co.	Swatow & Bangkok	To-day
San Pablo	Brit.	str.	1268	Oct. 26	Russell & Co.	Singapore	To-morrow
Sea Gull	Brit.	str.	323	Oct. 23	A. R. Marty	Hainan & Hainan	To-morrow
Sir Garnet Wolsey	Amer.	str.	2113	Oct. 20	O. S. S. Co.	San Francisco	30th inst.
Tanis	Amer.	str.	418	Oct. 20	China Traders' Insurance Co.	San Francisco	30th inst.
Tanis	Brit.	str.	1477	Oct. 20	Adams, Bell & Co.	San Francisco	30th inst.
Tanis	Brit.	str.	1279	Sept. 29	Messageries Maritimes	Swatow	To-morrow
Tanis	Brit.	str.	820	Oct. 23	Douglas Steamship Co.	Nanki & Yokohama	To-morrow
Tanis	Brit.	str.	1671	Oct. 25	P. & O. S. N. Co.	London & Yokohama	To-morrow
Tanis	Brit.	str.	1743	Oct. 23	Siemens & Co.	London & Yokohama	To-morrow
Tanis	Brit.	str.	1431	Sept. 30	Melchers & Co.	Saigon	To-morrow
Tanis	Brit.	str.	1631	Sept. 30	Siemens & Co.	Bangkok	To-day
Tanis	Brit.	str.	876	Oct. 13	Arnhold, Karberg & Co.	Bangkok	To-day
Sailing Vessels							
Albion	Brit.	bge.	1143	Sept. 18	Arnhold, Karberg & Co.	Portland	To-morrow
Albion	Am. 3m. str.	387	Sept. 30	Birley, Dalrymple & Co.	Portland	To-morrow	
Billy Simpson	Brit.	bge.	432	Oct. 22	Chinese	Portland	To-morrow
Carrie Heckle	Amer. bkto.	478	Sept. 24	Arnhold, Karberg & Co.	New York	To-morrow	
Ceylon	Amer. bge.	647	Sept. 24	Arnhold, Karberg & Co.	New York	To-morrow	
C. F. Sargent	Amer. str.	1603	Sept. 12	Borneo & Co.	New York	To-morrow	
Darlington	Brit.	bge.	615	Sept. 29	Arnhold, Karberg & Co.	London	To-morrow
Emily Reed	Amer. str.	1468	Sept. 10	Arnhold, Karberg & Co.	New York	To-morrow	
Esport	Amer. bge.	604	Sept. 10	Arnhold, Karberg & Co.	New York	To-morrow	
Estelle	Ger. sm. str.	200	June 20	Butterfield & Swire	London	To-morrow	
F. C. Sieben	Ger. bge.	50	Oct. 10	Chinese	London	To-morrow	
Grandee	Amer. str.	307	Sept. 23	Siemens & Co.	New York	To-morrow	
Hattie E. Tapley	Ger. sm. str.	350	Sept. 23	Siemens & Co.	New York	To-morrow	
Hui Chong	Brit. bge.	325	Oct. 2	Kwang Chong Yee	Newchwang	To-morrow	
Honolulu	Brit. str.	1609	Sept. 23	Russell & Co.	Newchwang	To-morrow	
Hydra	Ger. bge.	307	Sept. 23	Siemens & Co.	Hamburg	To-morrow	
Import	Amer. bge.	1307	Sept. 17	Arnhold, Karberg & Co.	Hamburg	To-morrow	
Joe Rauter	Ger. bge.	889	Sept. 30	Melchers & Co.	Hamburg	To-morrow	
Johanna	Ger. bge.	845	Sept. 18	Arnhold, Karberg & Co.	Hamburg	To-morrow	
John C. Marx	Brit. bge.	613	Oct. 16	Adams, Bell & Co.	Hamburg	To-morrow	
John C. Marx	Brit. bge.	613	Oct. 16	Adams, Bell & Co.	Hamburg	To-morrow	
John C. Marx	Brit. bge.	613	Oct. 16	Adams, Bell & Co.	Hamburg	To-morrow	
John C. Marx	Brit. bge.	613	Oct. 16	Adams, Bell & Co.	Hamburg	To-morrow	
John C. Marx	Brit. bge.	613	Oct. 16	Adams, Bell & Co.	Hamburg	To-morrow	
John C. Marx	Brit. bge.	613	Oct. 16	Adams, Bell & Co.	Hamburg	To-morrow	
John C. Marx	Brit. bge.	613	Oct. 16	Adams, Bell & Co.	Hamburg	To-morrow	
John C. Marx	Brit. bge.	613	Oct. 16	Adams, Bell & Co.	Hamburg	To-morrow	
John C. Marx	Brit. bge.	613	Oct. 16	Adams, Bell & Co.	Hamburg	To-morrow	
John C. Marx	Brit. bge.	613	Oct. 16	Adams, Bell & Co.	Hamburg	To-morrow	
John C. Marx	Brit. bge.	613	Oct. 16	Adams, Bell & Co.	Hamburg	To-morrow	
John C. Marx	Brit. bge.	613	Oct. 16	Adams, Bell & Co.	Hamburg	To-morrow	
John C. Marx	Brit. bge.	613	Oct. 16	Adams, Bell & Co.	Hamburg	To-morrow	
John C. Marx	Brit. bge.	613	Oct. 16	Adams, Bell & Co.	Hamburg	To-morrow	
John C. Marx	Brit. bge.	613	Oct. 16	Adams, Bell & Co.	Hamburg	To-morrow	
John C. Marx	Brit. bge.	613	Oct. 16	Adams, Bell & Co.	Hamburg	To-morrow	
John C. Marx	Brit. bge.	613	Oct. 16	Adams, Bell & Co.	Hamburg	To-morrow	
John C. Marx	Brit. bge.	613	Oct. 16	Adams, Bell & Co.	Hamburg	To-morrow	
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John C. Marx	Brit. bge.	613	Oct. 16	Adams, Bell & Co.	Hamburg	To-morrow	
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John C. Marx	Brit. bge.	613	Oct. 16	Adams, Bell & Co.	Hamburg	To-morrow	
John C. Marx	Brit. bge.	613	Oct. 16	Adams, Bell & Co.	Hamburg	To-morrow	
John C. Marx	Brit. bge.	613	Oct. 16	Adams, Bell & Co.	Hamburg</		